

MARINE.

—The Flora was in Tuesday, having weathered the storm finely.

—The City of Mackinac, due Monday, did not arrive up until Tuesday evening.

—The steambarge Oregon spent Tuesday night in this port. She took on coal at McArthur's.

—The Messenger arrived from Manistique yesterday forenoon, having had a stormy time during her entire trip.

—The schooner City of Chicago arrived Saturday, loaded lumber from W. & A. McArthur and sailed Wednesday night for Chicago.

—The schooner Watertown reported ashore at Elk Rapids and sends for the Leviathan, but the latter had gone to the relief of the J. I. Case.

—The propeller Saginaw Valley spent Tuesday night in port. Wednesday morning she took on coal at Baker's dock, and left for Ogdensburg.

—The propeller Atlantic passed up Thursday, and called in bound down Thursday night. She took two lighter loads of lath, and left yesterday afternoon.

—Wednesday afternoon McArthur sent out a lighter with coal to the steambarge Anna Smith. She was loaded down, drawing 16 feet of water, and was afraid to enter the harbor.

—The schooners D. P. Dobbins and Fannie Neal arrived last Saturday, loaded lumber from the Cheboygan Lumber Co., and are waiting the return of the steambarge from Charlevoix to leave for Buffalo.

—The propeller A. C. Van Raalte arrived down from the Sault Wednesday afternoon. There was a rumor that she had been lost, but Capt. Brown is too experienced a navigator to take any chances.

—The propeller Champlain arrived Saturday afternoon. She continued her trip to Alpena with several hundred barrels of pork for that port. She returned Tuesday forenoon and left Wednesday afternoon for Chicago. Capt. Casey says he expects to make one more trip.

—The steambarge Weston and two barges from Manistique with lumber, called in yesterday noon, and remained in port until this forenoon. The Weston had nine or ten passengers who had all the steamboat riding they wanted during stormy weather, and they left her here and took the cars.

—The fishing tug Mary A. Day, Capt. R. H. Mosier, got caught in Sunday's gale, 8 miles this side of Hammond's bay, where she had been after fish. She arrived in port with about 2 feet water in her. Capt. Lovedale, of the schooner E. J. McVea, says when she passed his vessel he never thought she would be able to reach Cheboygan.

—The steambarge Progress, bound to Escanaba, light, got caught in the terrible blow of Sunday afternoon, and lost her small anchor near Mackinaw City, the cable parting. She run down off of this port, and undertook to come anchor, but the gale was too strong, the anchor not holding. She buoyed the cable and made this harbor where she remained until Wednesday.

—The tug S. M. Coe arrived in port Monday. She succeeded in getting the Lucy J. Clark off Sunday forenoon but was obliged to let her go when the storm of that day struck them, and the schooner capsized, and the engineer of the steam pump and two of the crew were drowned while attempting to make shore in the yawl boat, the latter upsetting in the breakers. Capt. Johnson and four others barely escaped with their lives.

—The schooner E. J. McVea had her canvas badly torn and iced up during the terrible storm of Sunday afternoon and night. She anchored off Lighthouse point and succeeded in weathering the gale, and Monday evening was brought into port by the tug Duncan City. Capt. Lovedale had her sails removed, thawed and repaired, and expects to bend them to-day unless he receives instructions to lay her up at this port. She is bound to Midland with grain.

—The tug Champion broke down Sunday morning, 20 or 25 miles below this port. A passing craft brought up word, and the Leviathan fired up and started to her relief, but met her in tow of the steambarge Progress, near Lighthouse point. The Leviathan brought her into port, and Murray & Rich repaired her so she could leave for Detroit. She left Wednesday. It was quite fortunate she was rescued before the blow of Sunday afternoon struck her, as in her disabled condition it might have been disastrous.

—The U. S. revenue cutter Andy Johnson arrived Saturday, and remained in port during the blow. Tuesday she started out to assist any disabled craft she might find, and Wednesday returned with the captain and mate of the schooner J. I. Case, which was found hard aground on Hog Island reef. The Leviathan left early Thursday morning to relieve her. The captain of the Case says the accident was owing to the removal of the large can buoy, early this month, and also says that there was no spar buoy on the reef. The Case is loaded with 50,000 bushels of corn. This season of the year is the very time that mariners need the dangerous places distinctly marked, and we think it a serious mistake to remove the buoys so early in the season. They should be allowed to remain until the latter part of November, and if the government boats could not remove them, arrangements could easily be made with local parties to take care of them. The Case is valued at \$31,000, and there is danger of her proving a total loss.

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To those who trade with

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Scarfs worth \$1.50, close at \$1.00.

" " \$1.00, " " 50.

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Fresh Butter..... 21
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Raisins..... 10
Three lbs Currants..... 25
Pork per lb..... 7 1/2
Corn Beef per lb..... 7
Rice per lb..... 7
Potatoes, per bushel..... 45
And all other goods will be sold at exceedingly low figures. Call and get my prices and be convinced that this is no humbug.
HEADQUARTERS FOR CROCKERY OF ALL DESCRIPTIONS.
I will have a full line of holiday goods of all descriptions and you can look for exceedingly low figures. Cups and saucers for 40 cents per set. White chamber sets, complete, for \$3. Don't buy your crockery without calling on me, for I am bound to lead.
Hoping for a continuance of the patronage of my present customers, I can promise them in the future as in the past that I will always study to please, and guarantee them such prices in the grocery and crockery line as has never before been given to the public.

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